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# 1961 ANNUAL REPORT DEPARTMENT OF AVIATION

RICHARD J. DALEY, MAYOR





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# 1961 ANNUAL REPORT DEPARTMENT OF AVIATION

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The Department of Aviation was created under Section 8.2-1 of the Municipal Code of Chicago. This provision states, in part, that the Commissioner of Aviation shall:

“Have the management and control of the design, operation and maintenance of all public airports owned or operated by the City.”

The 1961 Annual Report is submitted in compliance with Section 8.2-4 and Section 25-23 of the Municipal Code which requires all departments of the City of Chicago to submit an Annual Report of their official activities.



THE DEPARTMENT OF AVIATION



CHICAGO MIDWAY AIRPORT

CHICAGO-O'HARE INTERNATIONAL AIRPORT

MERRILL C. MEIGS FIELD

*Annual Report 1961*

# THE CITY COUNCIL

**RICHARD J. DALEY, Mayor**

**DORSEY CROWE**  
President Pro Tem

**JOHN C. MARCIN**  
City Clerk

**ROBERT J. COLLINS**  
Deputy City Clerk

## Ward

- |                           |                           |
|---------------------------|---------------------------|
| 1. John D'Arco            | 26. Matthew W. Bieszczat* |
| 2. William Harvey         | 27. Harry L. Sain         |
| 3. Ralph H. Metcalf       | 28. Anthony G. Girolami** |
| 4. Claude W. B. Holman    | 29. Thomas F. Burke       |
| 5. Leon M. Despres        | 30. Daniel J. Ronan       |
| 6. Robert H. Miller       | 31. Thomas E. Keane       |
| 7. Nicholas J. Bolling    | 32. Robert J. Sulski      |
| 8. James A. Condon        | 33. John B. Brandt***     |
| 9. Dominic J. Lupo        | 34. Rex Sande             |
| 10. Emil V. Pacini        | 35. Casimir Laskowski     |
| 11. Stanley J. Nowakowski | 36. Robert L. Massey      |
| 12. Arthur V. Zelezinski  | 37. Paul T. Corcoran      |
| 13. John E. Egan          | 38. William Cullerton     |
| 14. Joseph P. Burke       | 39. Philip A. Shapiro     |
| 15. Joseph J. Krska       | 40. Seymour F. Simon      |
| 16. Paul M. Sheridan      | 41. Harry Bell            |
| 17. Arthur A. Slight      | 42. Dorsey R. Crowe       |
| 18. James C. Murray       | 43. Mathias Bauler        |
| 19. Thomas F. Fitzpatrick | 44. Thomas Rosenberg      |
| 20. Kenneth E. Campbell   | 45. Charles Weber****     |
| 21. Charles S. Bonk       | 46. James F. Young        |
| 22. Otto F. Janousek      | 47. John J. Hoellen       |
| 23. George J. Tourek      | 48. Morris H. Hirsh       |
| 24. Benjamin F. Lewis     | 49. Paul T. Wigoda        |
| 25. Vito Marzullo         | 50. Jack I. Sperling      |

\*Elected Bailiff Municipal Court

\*\*Appointed Clerk of Probate Court

\*\*\*Elected Trustee Sanitary District

\*\*\*\*Appointed to Board of County Commissioner

\*\*\*\*\*Deceased

**EDWARD J. PADDEN**  
Chief Clerk

**WILLIAM F. HARRAH**  
Sergeant-at-Arms



RICHARD J. DALEY  
Mayor

# DEPARTMENT OF AVIATION

Room 1000 City Hall • Chicago 2, Illinois

WILLIAM E. DOWNES, JR.  
Commissioner

To His Honor the Mayor  
and Gentlemen of the City Council

The Department of Aviation submits herewith  
its Annual Report for the year ended December 31, 1961.

In summary this report recounts the major  
activities and accomplishments of the Department during 1961.

The Department gratefully acknowledges your  
cooperation and assistance in making so many of its achievements  
possible. We also are appreciative of the splendid relationships  
it has enjoyed with other governmental, civic and industrial  
groups.

Respectfully submitted,

A handwritten signature in black ink, reading "William E. Downes, Jr.", with a large, stylized flourish at the end.

William E. Downes, Jr.  
Commissioner of Aviation

# CHICAGO . . .

## **"The Aviation Crossroads of the World"**

1961 a year of achievements destined to mark Chicago as the most progressive city in the world.

By the end of 1961 the First Stage Development of Chicago-O'Hare International Airport was at its completion stage and it has become an international airport into which every conceivable modern safety device and construction methods have been incorporated to safely and comfortably speed the air traveler to his destination.

The tremendous increase of air traffic during the construction period presented many problems, which were seemingly unsurmountable, however the results which are now visible reflect the intense study and planning that permitted a business "as usual" during the period of construction.

Airport facilities at Merrill C. Meigs Field were also expanded with the construction of a new terminal building and the enlargement of plane parking facilities.

During 1961 the total plane operations were 757,259 flights with 13,527,272 passengers and in addition to this plane and passenger volume 2,462,708 persons visited our airports.

International flights logged for 1961 numbered 8,496 carrying 330,417 passengers.

Through passengers passing through Chicago and using the airport facilities numbered 754,768 persons.



During 1961 a transference of operational activities from Midway to O'Hare took place. From an operational point of view total aircraft operations suffered a 10.1% decline over 1960. This in part can be laid to the increased use of jet aircraft with its larger seating capacity over the conventional type. The use of jets rose by 26% over 1960. While aircraft operational figures show a decline of 10%, passenger traffic for 1961 shows an increase of 9.2% over 1960.

Hence, in retrospect, air travel to and from the City is good and to all indications its upward trend will continue as we continue to progressively improve our airport facilities.

# CHICAGO MIDWAY AIRPORT

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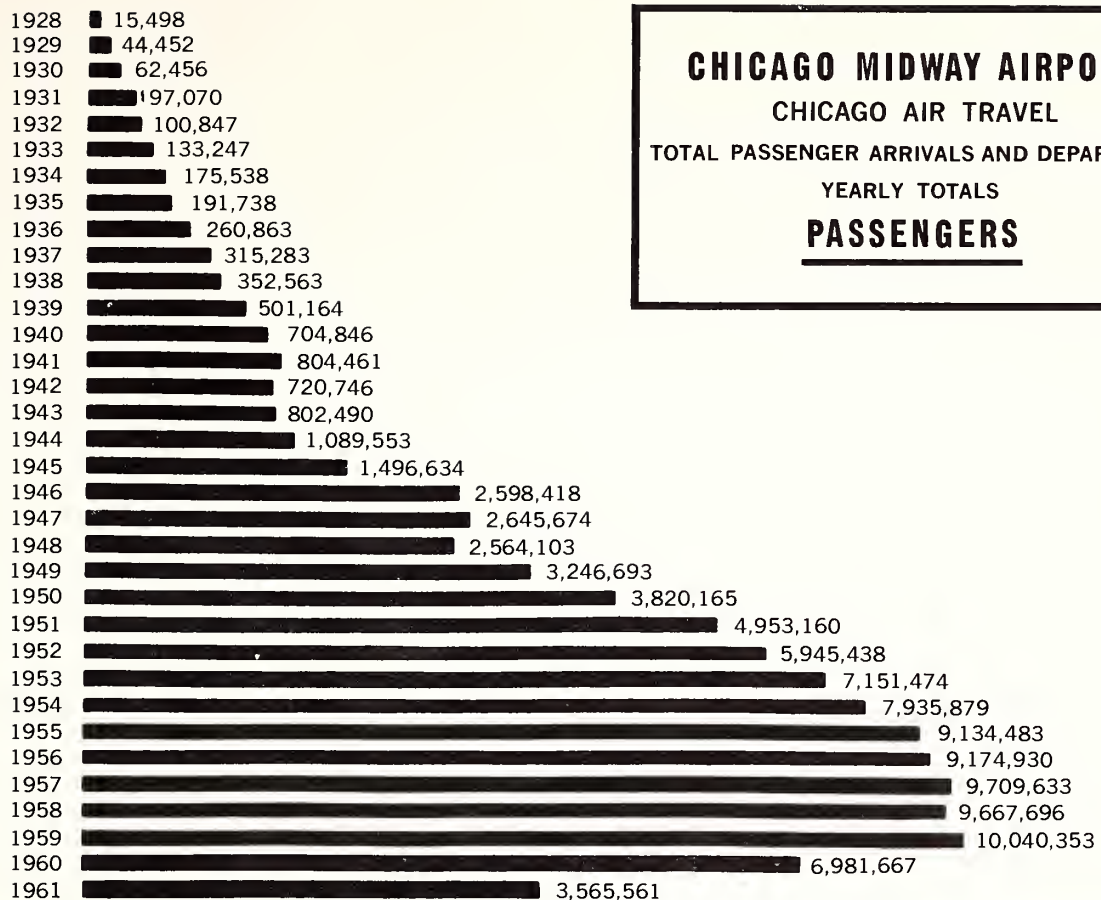
1961 brought to an end the once justly proud title of the "World's Busiest Airport." The bustle and lustre of an airport that was without parallel has fallen a victim to progress—"THE JET AGE."

The decline of air traffic at Midway is directly attributable to the general transfer of airline operations to Chicago-O'Hare International Airport.

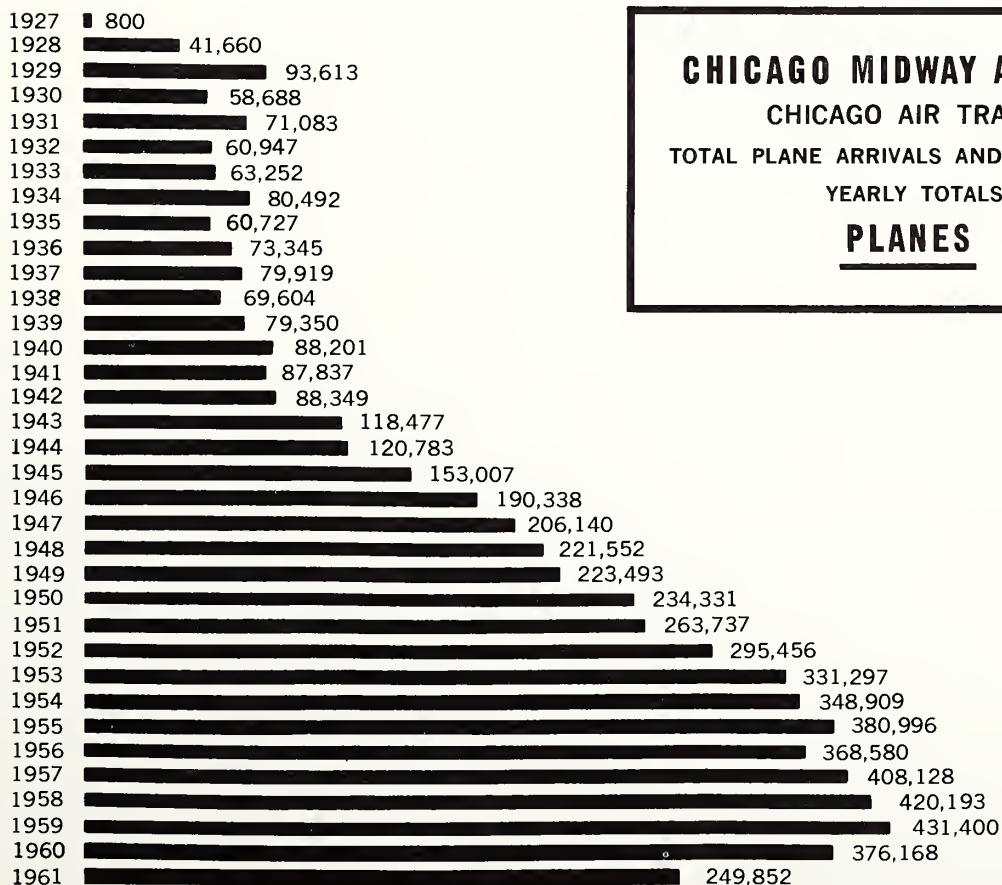
During 1961 plane operations at Chicago Midway Airport totalled 249,852 flights carrying 3,565,561 passengers. In addition to the passenger volume 162,977 through passengers availed themselves of the terminal facilities and the airport played host to 1,721,500 visitors.

In 1961 Midway was visited by aviation officials and engineers from North Africa, Germany, Japan, Lebanon and Argentina who studied the airport layout, its maintenance operation, the use and disposition of its fire fighting equipment. Midway's method of flight control and operations received close attention by these groups. The airport also provided training in Airport Management to representatives from Argentina and Lebanon.

Midway for the present and during a period of readjustment will not be the "World's Busiest Airport." It is, nevertheless, a prime and model airport and will continue to remain so.



**CHICAGO MIDWAY AIRPORT**  
**CHICAGO AIR TRAVEL**  
**TOTAL PASSENGER ARRIVALS AND DEPARTURES**  
**YEARLY TOTALS**  
**PASSENGERS**



**CHICAGO MIDWAY AIRPORT**  
**CHICAGO AIR TRAVEL**  
**TOTAL PLANE ARRIVALS AND DEPARTURES**  
**YEARLY TOTALS**  
**PLANES**



CHICAGO MIDWAY AIRPORT  
COMPARATIVE STATEMENT OF GROSS REVENUES  
YEARS ENDED DECEMBER 31, 1961 and 1960

	YEAR ENDED	
	Dec. 31, 1961	Dec. 31, 1960
Flight Fees:		
Passenger	353,679.21	503,994.90
Freight	36,222.69	43,356.13
Helicopter	17,805.90	20,743.30
	<u>407,707.80</u>	<u>568,094.33</u>
Rentals:		
Administration building	14,924.92	20,831.17
Terminal building	153,756.84	145,025.28
Hangars	35,937.04	35,937.04
Freight dock	3,465.00	3,465.00
Land	138,815.31	134,144.06
Aircraft Tie down fees	6,197.81	3,495.00
Customs building	8,208.00	8,590.00
	<u>361,304.92</u>	<u>351,487.55</u>
Concessions and Miscellaneous:		
Automobile parking	232,315.23	409,129.27
Observation deck	11,426.10	27,504.20
Bus service	67,869.30	121,014.06
Automobile rentals	97,812.73	141,598.39
Restaurant (Note 5)	38,073.81	192,817.52
Telephone	24,685.18	51,612.28
Insurance	35,000.00	49,463.06
Fixed base operator	21,130.64	26,965.81
News and gift stand	16,152.15	43,122.88
Parcel lockers	8,788.07	23,825.93
Barber and beauty shop	1,919.95	2,544.54
Radio and telescopes	1,237.21	3,601.15
Miscellaneous	1,000.00	1,650.00
	<u>557,410.37</u>	<u>1,094,849.09</u>
Total revenues	<u>1,326,423.09</u>	<u>2,014,430.97</u>

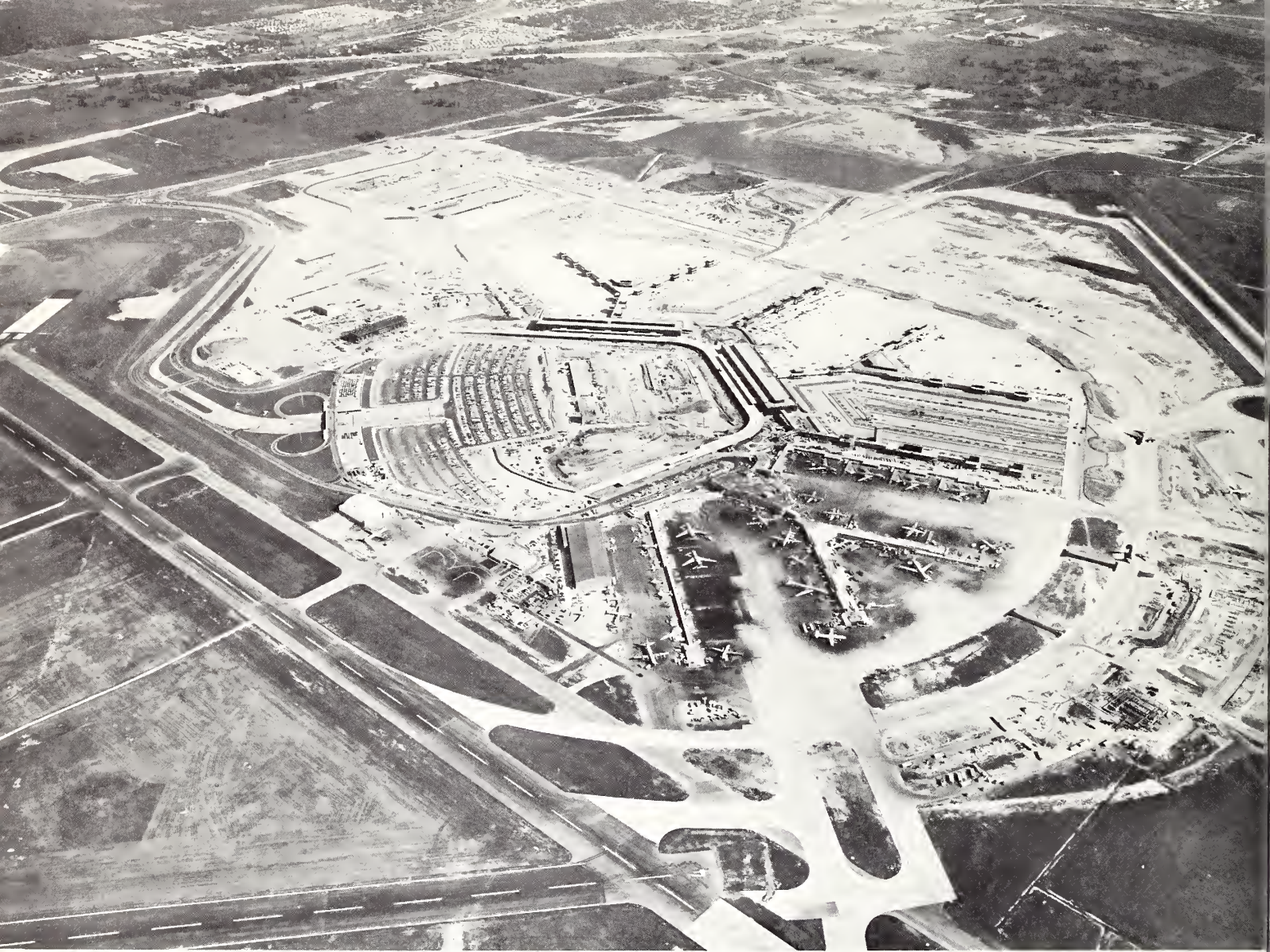
NOTES:

- (1) This allocation is consistent with that set up for Chicago-O'Hare International Airport.
- (2) Records are not available at this time to show the cost of buildings, improvements and equipment at the airport, hence, no depreciation or interest on outstanding airport bonds has been included in expenses on this statement.
- (3) No information has been received from the Corporation Counsel's office concerning Law Department payroll and other expenses applicable to this airport for the years 1961 and 1960.
- (4) Since no proration of payroll and expenses of the Corporation Counsel's office has been included above, the allocations of expenses for pensions and workmen's compensation insurance are under stated by the amount applicable to such Law Department payroll.
- (5) 1961 revenue has been adjusted downward for excessive accrual of income at December 31, 1960, \$27,867.00. The original accrual was based upon prior year's net revenue experience but the drop in traffic reduced the net revenue from restaurant operations below the amount anticipated.

CHICAGO MIDWAY AIRPORT  
COMPARATIVE STATEMENT OF REVENUE AND EXPENSE  
YEARS ENDED DECEMBER 31, 1961 and 1960

	YEARS ENDED	
	Dec. 31, 1961	Dec. 31, 1960
Gross revenues from flight fees, rentals and concessions	1,326,423.09	2,014,430.97
Direct expenses:		
Salaries and wages-operating (including field administrative office)	730,784.80	689,419.30
Equipment	33,924.21	6,167.20
Gasoline	7,102.03	11,259.98
Heat, light and power	80,551.19	72,090.08
Insurance	51,896.21	52,193.17
Materials and supplies	34,310.81	31,429.81
Provision for doubtful accounts	26,345.61	4,380.82
Rent	142,777.47	205,187.50
Repairs and maintenance	172,669.42	188,808.33
Telephone	4,258.74	4,463.11
Tools	93.63	263.59
Travel	302.00	551.90
Miscellaneous	1,523.32	1,552.09
Appointed on basis of direct payroll-		
Workman's compensation and employer's liability insurance	4,257.99	4,048.69
Provision for pensions	49,889.67	49,069.90
Total direct expenses	1,340,687.10	1,320,885.47
Revenue or (loss) before allocated expenses	( 14,264.01)	693,545.50
Apportioned expenses (Note 1)		
Salaries and wages		
Department of Aviation - Administrative	116,443.86	117,597.06
Comptroller's Office	2,819.40	2,964.80
Corporation Counsel's Office (Note 3)		
Fire Department	329,865.52	288,409.52
Police Department	127,200.00	109,668.00
Indirect Administrative and general	65,358.68	60,402.93
Fire Department supplies and maintenance	2,203.73	2,392.76
Apportioned on basis of allocated payroll		
Workman's Compensation and employer's liability insurance (Note 4)	1,827.85	1,883.18
Provision for pensions (Note 4)	97,548.14	96,744.08
Indirect administrative and general expense		
Department of Aviation	17,130.36	16,875.63
Other	65,358.68	60,402.93
Total allocated expenses	825,756.22	757,340.89
Net loss before charge for depreciation and interest on outstanding bonds (Note 2)	<u>( 840,020.23)</u>	<u>( 63,795.39)</u>





## CHICAGO-O'HARE INTERNATIONAL AIRPORT

The year 1961 is truly a year resplendent with achievements destined to mark Chicago as the most progressive City in the world.

By the end of 1961 the First Stage Development of Chicago-O'Hare International Airport was at its completion stage and it has become an airport into which every conceivable modern safety device and construction method has been incorporated to safely and comfortably speed the air traveler to his destination.

The tremendous increase of air traffic during this construction period presented many problems which were seemingly insurmountable. However, the results which are now visible give graphic evidence of the intense study and planning that permitted a "business as usual" function of the airport during the construction period.

The terminal complex contains many features that are purely for passenger comfort. The elevated roadway pro-



vides direct access to the Terminal Buildings from a network of newly constructed expressways. Canopies the entire length of the terminal buildings and glass enclosed entrances protect the air travelers from inclement weather. In addition, telescopic passenger loading facilities are provided to insure the utmost in ease and comfort in entering or leaving the aircraft.

The new terminal buildings contain more than 1500 feet of sun-light resistant tinted glass walls facing the aprons and runways, affording the spectators an exciting panoramic view of airport activities.

The arriving passenger will come from the airplane at the second level and will descend to the first floor via escalators to claim his baggage and obtain ground transportation.

The car parking lot located in the center of the terminal complex will accommodate in excess of 5000 automobiles.

Another modern feature of the airport is its fuel tank farm located at the northwest corner of the airport. It contains 16 fuel tanks ranging in size from 168,000 gallons to 504,000 gallons and these tanks are connected to hydrants at the aircraft parking positions, eliminating the danger of transporting fuel to the aircraft by truck.

These in brief are but a few of the advance features that are incorporated into the terminal complex and which will give the utmost in service and convenience to the traveling public.

An appreciation of the tremendous task that has been accomplished can only be realized when one examines the resultant traffic figures for the year of 1961. During 1961 aircraft operations totaled 322,054, or an increase of 27.3% over 1960. Similarly the passenger traffic for 1961 rose to a total of 9,615,480 passengers arriving and departing from our City. This total is a 68.9% increase over 1960.

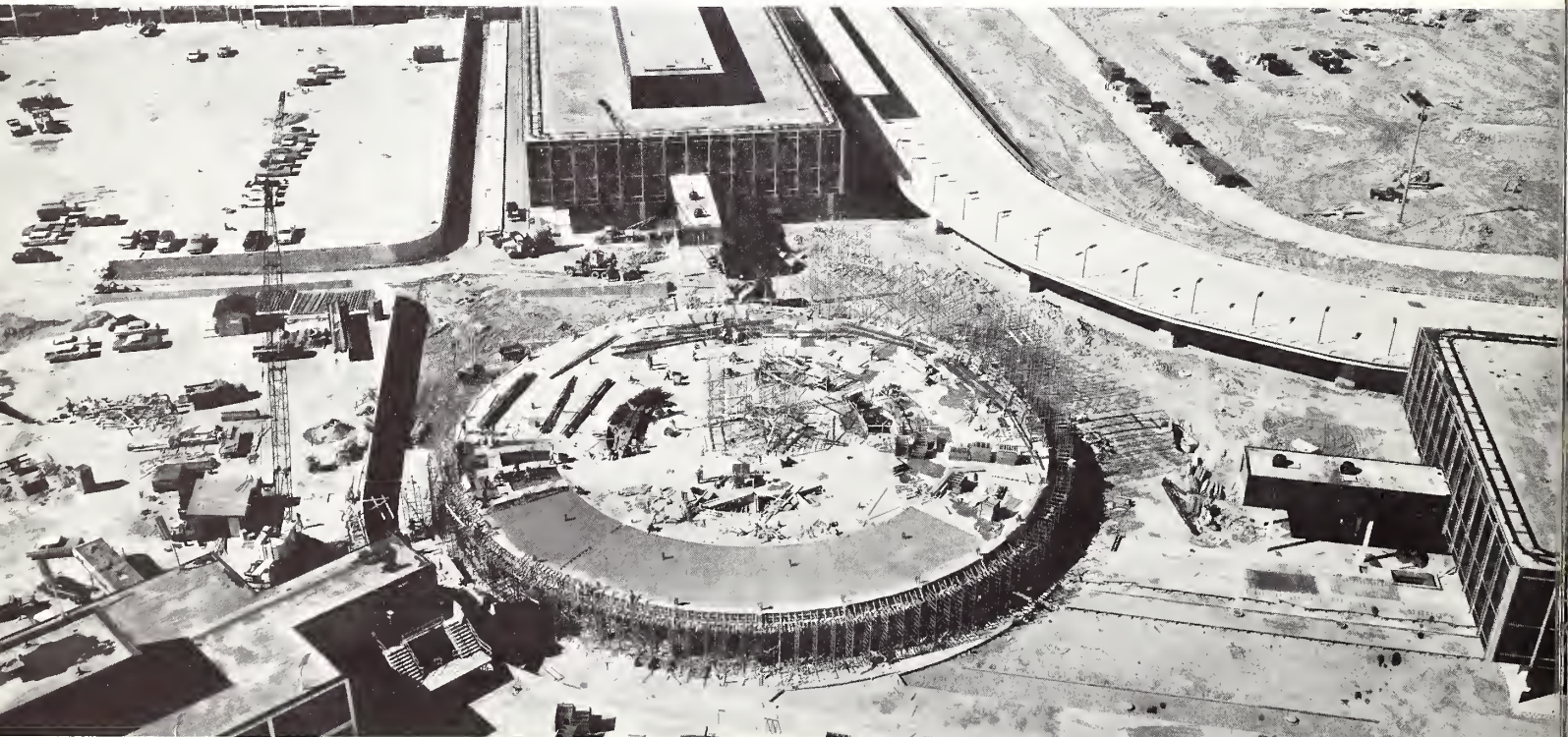
In retrospect—this amazing growth of traffic at Chicago-O'Hare merely points up the enormity of the undertaking of rebuilding an airport for jet travel.

Pure jet operations rose to 86,495 flights during 1961, and this has given a great impetus to international travel to and from Chicago. International aircraft operations for 1961 numbered 5,665 arrivals and departures which represents a 61% increase over 1960. These flights serviced 248,733 passengers, which is an increase of 100% over 1960. In viewing the operational figures for 1961 at Chicago-O'Hare International Airport, it is evident that Chicago still remains the busiest aviation City in the industry.



## CHICAGO-O'HARE INTERNATIONAL AIRPORT

Interchange in foreground, new parking lot in back, looking SW.



## CHICAGO-O'HARE INTERNATIONAL AIRPORT

Restaurant superstructure, Looking NW



## PLANES

1947	████████████████████	108,704
1948	████████████████████	121,416
1949	████████████████████	124,519
1950	████████████████████	94,682
1951	████████████████████	80,519
1952	████████████████████	70,958
1953	████████████████████	90,940
1954	████████████████████	117,461
1955	████████████████████	142,912
1956	████████████████████	156,043
1957	████████████████████	207,498
1958	████████████████████	231,412
1959	████████████████████	231,636
1960	████████████████████	252,799
1961	████████████████████	322,054

## PASSENGERS

1947	████████████████████	217,412
1948	████████████████████	238,314
1949	████████████████████	259,408
1950	████████████████████	176,902
1951	████████████████████	146,278
1952	████████████████████	127,796
1953	████████████████████	201,968
1954	████████████████████	311,530
1955	████████████████████	471,170
1956	████████████████████	723,296
1957	████████████████████	1,030,346
1958	████████████████████	1,263,147
1959	████████████████████	2,156,755
1960	████████████████████	5,691,446
1961	████████████████████	9,615,480



# CHICAGO-O'HARE INTERNATIONAL AIRPORT

Balance Sheet  
December 31, 1961

## ASSETS

### Airport Property and Equipment

Acquired with City, State, Federal and Revenue Bond money:	
Land, other facilities and construction-in-progress at cost (see schedule 1)	178,597,677.20
Less accumulated depreciation	<u>3,705,035.04</u>
	174,892,642.16

Engineering cost deferred to future years (being amortized over a 25 year period), less amortization of \$295,210.59	<u>931,210.59</u>	175,823,852.75
--	-------------------	----------------

### Chicago-O'Hare International Airport Construction Fund

Cash	196,791.82	
U. S. Government securities at cost, including accrued interest of \$156,469.66	21,400,764.14	
Due from revenue fund	<u>379,808.31</u>	21,977,364.27

### Chicago O'Hare International Airport Revenue Fund

Cash	663,232.23	
U. S. Government securities at cost, including accrued interest of \$13,338.51	3,666,777.25	
Accounts receivable - airlines and tenants, less allowance for losses, \$6,598.01	560,459.19	
Prepaid insurance	715.97	
Due to construction fund	( 379,808.31)	4,511,376.33

Construction Funds remitted by public utility company and certain airline parties for work to be performed at the airport

Cash	83,710.29	
U. S. Government securities at cost	<u>1,129,631.55</u>	1,213,341.84
		<u>203,525,935.19</u>

(See notes to financial statements)

CHICAGO-O'HARE INTERNATIONAL AIRPORT  
Balance Sheet  
December 31, 1961

LIABILITIES

Chicago-O'Hare International Airport 4-3/4% Revenue Bonds

Due January 1, 1999		
Authorized and outstanding:		
Series A of 1959	120,000,000.00	
Series A of 1961	<u>25,000,000.00</u>	145,000,000.00

Payables

City Funds		
Accounts and contracts payable		319,838.78

Chicago-O'Hare International Airport Construction Fund

Accounts and contracts payable		12,768,952.95
Contingent liabilities - uncompleted contracts	<u>4,924,376.00</u>	

Chicago-O'Hare International Airport Revenue Fund

Accounts Payable	772,755.68	
Deferred Income	928,203.00	
Reserve for moving expense and other cost of temporary facilities	<u>130,508.05</u>	1,831,466.73

Fund Balances

Chicago-O'Hare International Airport Revenue Fund	2,679,909.60	
Contributions by public utilities and certain airline parties for construction work not covered by Revenue Bond proceeds, to be performed at Airport	1,213,341.84	
City, State and Federal equities in property and equipment:		
City funds invested	18,444,603.16	
State and Federal funds invested	20,513,139.94	
Utility Company and Airline funds invested	<u>754,682.19</u>	43,605,676.73
		<u>203,525,935.19</u>

CHICAGO-O'HARE INTERNATIONAL AIRPORT  
COMPARATIVE STATEMENT OF REVENUE AND EXPENSE  
YEARS ENDED DECEMBER 31, 1961 and 1960

	Year		Increase or (Decrease)
	1961	1960	
Revenues			
Flight fees	3,257,242.03	958,562.76	2,298,679.27
Rentals, utility sales and concessions	2,193,423.52	1,590,934.61	602,488.91
Total	5,450,665.55	2,549,497.37	2,901,168.18
Expenses, excluding fixed charges:			
Salaries and wages			
Department of Aviation - Adminis- trative	164,040.69	126,544.09	37,496.60
Department of Aviation - Operating	880,058.52	577,822.23	302,236.29
Corporation Counsel's office	32,198.75	35,000.00	( 2,801.25)
Comptroller's Office	15,972.05	14,363.98	1,608.07
Fire Department	263,484.17	212,135.65	51,348.52
Police Department	168,192.00	83,980.00	84,212.00
Indirect Administrative and general	76,197.31	52,492.29	23,705.02
	1,600,143.49	1,102,338.24	497,805.25
Fire Dept. supplies and maintenance	3,600.77	4,840.27	( 1,239.50)
Gasoline	7,084.23	4,777.91	2,306.32
Heat, light and power	185,523.34	118,015.53	67,507.81
Insurance - other	128,307.22	121,252.98	7,054.24
Insurance - Workmen's Compensation and disability	9,766.25	5,773.96	3,992.29
Materials and supplies	107,327.21	60,668.51	46,658.70
Professional Services	114,295.43	50,607.95	63,687.48
Provision for doubtful accounts	( 5,252.90)	( 6,144.08)	891.18
Provision for pensions	153,887.50	120,217.20	33,670.30
Real Estate taxes	( 24,008.61)	39,228.60	( 63,237.21)
Repairs and maintenance	326,977.86	158,872.01	168,105.85
Telephone and telegraph	6,729.90	5,148.09	1,581.81
Tools	946.91	517.01	429.90
Travel	582.55	336.75	245.80
Vehicles	12,197.19	55,333.80	( 43,136.61)
Machinery and equipment	128,364.72	42,936.66	85,428.06
Construction, moving and rearrangement of temporary facilities	758,961.12	201,152.00	557,809.12
Miscellaneous	4,669.44	3,601.02	1,068.42
Indirect Administrative and general expenses:			
Department of Aviation	24,132.45	18,159.56	5,972.89
Other	76,197.31	52,492.29	23,705.02
Total operating expenses, excluding fixed charges	3,620,433.38	2,160,126.26	1,460,307.12
Net operating income before fixed charges	1,830,232.17	389,371.11	1,440,861.06



CHICAGO-O'HARE INTERNATIONAL AIRPORT

Comparative Statement of Revenue and Expense  
Years Ended December 31, 1961 and 1960

	<u>1961</u>	<u>Year</u> <u>1960</u>	Increase or (Decrease) <u>(Decrease)</u>
Net operating income before fixed charges (brought forward)	1,830,232.17	389,371.11	1,440,861.06
Provision for fixed charges			
Reserve maintenance	20,000.00	20,000.00	
Depreciation on property acquired with City funds	283,605.35	338,866.88	( 55,261.53)
Depreciation on property acquired with State and Federal Funds	559,060.18	462,425.95	96,634.23
Amortization of engineering costs deferred to future years	49,068.07	49,069.08	( 1.01)
Total	<u>911,733.60</u>	<u>870,361.91</u>	<u>41,371.69</u>
Excess of Income or (Expense) for the Period	<u>918,498.57</u>	<u>(480,990.80)</u>	<u>1,399,489.37</u>

# CHICAGO-O'HARE INTERNATIONAL AIRPORT

	Year		Increase or (Decrease)
	1961	1960	
Flight Fees			
Airlines	3,238,338.58	935,372.81	2,302,965.77
Helicopter	18,903.45	23,189.95	( 4,286.50)
	<u>3,257,242.03</u>	<u>958,562.76</u>	<u>2,298,679.27</u>
Rentals			
Terminal Building	165,713.26	161,901.92	3,811.34
Temporary Maintenance Area	4,653.96	12,939.18	( 8,285.22)
Tank Farm	48,000.00	48,000.00	-
Fixed Base Operator	12,627.56	19,506.21	( 6,878.65)
Aircraft tie-down fees	8,185.02	1,605.00	6,580.02
Air Cargo Building	8,076.00	8,076.00	-
Farms, residences and service station	13,411.65	9,344.09	4,067.56
	<u>260,667.45</u>	<u>261,372.40</u>	<u>( 704.95)</u>
Utility Sales	<u>62,664.68</u>	<u>71,088.00</u>	<u>( 8,423.32)</u>
Income on investments of Revenue Fund	<u>4,158.20</u>	<u>-</u>	<u>4,158.20</u>
Concessions			
Automobile Parking	818,679.38	559,558.00	259,121.38
Observation Deck	77,547.24	75,431.51	2,115.73
Bus Service	173,107.41	107,213.97	65,893.44
Automobile Rentals	202,513.64	128,410.94	74,102.70
Restaurant	198,997.32	149,353.44	49,643.88
Telephones	64,887.00	28,288.38	36,598.62
Insurance	126,172.77	75,829.18	50,343.59
Fixed Base Operator	45,564.38	37,776.49	7,787.89
News and Gift Stand	126,407.42	84,190.12	42,217.30
Parcel Lockers	23,435.24	11,033.39	12,401.85
Plane Servicing	7,021.81	1,234.18	5,787.63
Miscellaneous	1,599.58	154.61	1,444.97
	<u>1,865,933.19</u>	<u>1,258,474.21</u>	<u>607,458.98</u>
Total Revenues	5,450,665.55	2,549,497.37	2,901,168.18

CHICAGO-O'HARE INTERNATIONAL AIRPORT

Property Accounts  
December 31, 1961

	City Funds	Federal and State Funds	Revenue Bond Funds	Public Utility Funds	Total
Land	13,006,029.65	7,192,154.17			20,198,183.82
Facilities	5,743,387.17	15,356,541.51			21,099,928.68
Construction in Progress	499,734.24	253,559.59	135,791,588.68	754,682.19	137,299,564.70
Total	19,249,151.06	22,802,255.27	135,791,588.68	754,682.19	178,597,677.20
Less Accumulated Depreciation	1,415,919.71	2,289,115.33	-	-	3,705,035.04
Assets less Depreciation	17,833,231.35	20,513,139.94	135,791,588.68	754,682.19	174,892,642.16



# MERRILL C. MEIGS FIELD

Meigs Field which caters to a unique segment of air travelers also felt the impact of the jet age which has brought about a complete change in the mode of transportation for the air traveling public.

In aircraft operations there was a decline of 10.92% over 1960, and this gave rise to a 16.69% decrease in passenger traffic.

The total aircraft movements for 1961 amounted to 97,598 flights and total passenger flow for the year amounted to 356,231 persons.

The new terminal building program has provided a new esthetic but functional building for Chicago's Lakefront Airport.

The building constructed of stone, concrete, steel and glass is two stories in height. The lobby, 60 feet wide and 80 feet long, is spacious and runs the height of the building. The first floor plan provides ample facilities for both the field base operator and the scheduled operator.

The facilities for the scheduled helicopter are located in the north wing and consist of ticket lobby, ticket counter, baggage rooms, public rest rooms. The wing also provides work space for the operating personnel of Chicago Helicopter Airways.



The south wing contains space for the fixed base operator who provides fuel and service to the aircraft that use the airport facilities. Telephone booths, rental lockers and the utility plant for heating and air-conditioning the building.

Concession counters, news stands, novelty counter, car rental and information center are located in the entrance to the lobby.

The design of the second floor is of the mezzanine type, giving a vaulted effect to the lobby and spans the entire building. The second floor is reached by means of a scissors staircase.

The following facilities are located on this floor—in the north wing—the offices of airport management, public rest rooms, quarters for visiting pilots with two retiring rooms with shower and dressing room facilities, lounge, chart room and a special weather briefing room.

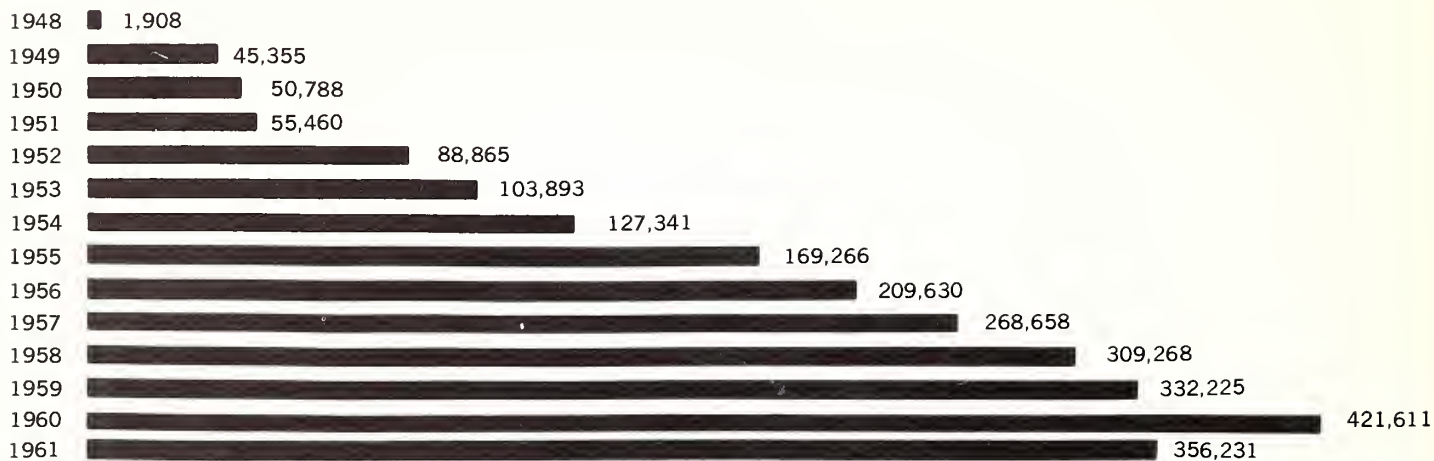
The south wing area will be devoted to refreshment lounge, coffee shop and restaurant with kitchen space, storage and work area and an employees' locker room.

The formal dedication of the new terminal building took place on October 19, 1961. Among those attending the dedication were Mayor Richard J. Daley, Merrill C. Meigs, pioneer pilot and former Chairman of the City Aero Commission, N. E. Halaby, FAA Administrator and Alderman John Egan, Chairman of the Committee on Aviation. The Master of Ceremonies for the dedication was William E. Downes, Jr., Commissioner of Aviation.





## PASSENGERS



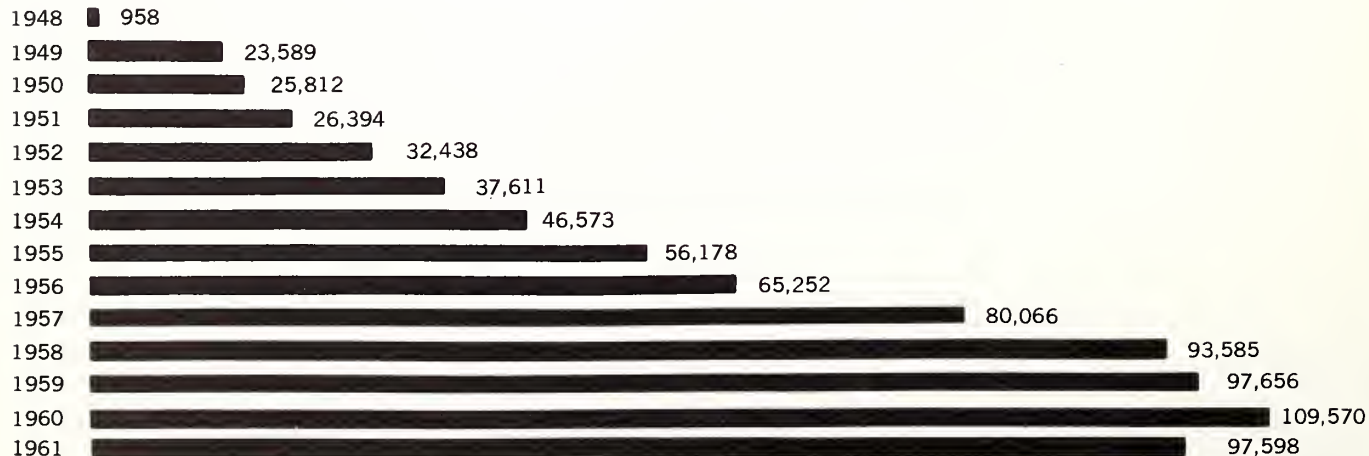
## MERRILL C. MEIGS FIELD

### CHICAGO AIR TRAVEL

#### TOTAL ARRIVALS AND DEPARTURES

#### YEARLY TOTALS

## PLANES





MERRILL C. MEIGS FIELD  
COMPARATIVE STATEMENT OF GROSS REVENUES  
YEARS ENDED DECEMBER 31, 1961 and 1960

	YEAR ENDED	
	<u>Dec. 31, 1961</u>	<u>Dec. 31, 1960</u>
Flight fees:		
Passenger	33,430.69	32,984.48
Helicopter	5,423.90	7,308.35
	<u>38,854.59</u>	<u>40,292.83</u>
Rentals:		
Administration building	1,800.00	1,800.00
Terminal building	470.00	533.33
Aircraft parking	38,779.32	31,566.44
	<u>41,049.32</u>	<u>33,899.77</u>
Concessions and Miscellaneous:		
Automobile rentals	789.17	659.50
Petroleum products	11,577.21	13,124.97
Telephone	805.64	960.86
Vending machine	401.65	479.46
Miscellaneous	1,442.25	665.52
	<u>15,015.92</u>	<u>15,890.31</u>
Total Revenues	<u>94,919.83</u>	<u>90,082.91</u>

MERRILL C. MEIGS FIELD  
COMPARATIVE STATEMENT OF REVENUE AND EXPENSE  
YEARS ENDED DECEMBER 31, 1961 and 1960

	YEAR ENDED	
	Dec. 31, 1961	Dec. 31, 1960
Revenues from flight fees, rentals and concessions	<u>94,919.83</u>	<u>90,082.91</u>
Direct Expenses:		
Salaries and wages - operating (including field administrative office)	135,441.34	114,449.21
Equipment	20,339.00	16,407.00
Gasoline	1,445.23	2,330.51
Heat, light and power	10,930.11	8,826.84
Insurance	8,196.81	7,758.09
Materials and supplies	8,762.68	5,422.52
Provision for doubtful accounts		231.25
Repairs and maintenance	10,249.68	21,527.28
Telephone	1,705.38	1,387.04
Travel	280.00	225.90
Miscellaneous	668.33	218.53
Apportioned on basis of direct payrolls		
Workman's Compensation and employer's liability insurance	714.36	601.63
Provision for pensions	10,377.02	9,049.72
Total direct expense	<u>209,109.94</u>	<u>188,435.52</u>
Loss before allocated expenses	( 114,190.11)	( 98,352.61)
Allocated expenses: (Note 1)		
Salaries and wages		
Department of Aviation - Administrative	17,554.50	18,235.15
Comptroller's Office	596.85	563.72
Corporation Counsel's Office (Note 3)		
Fire Department	151,027.02	136,469.59
Police Department	25,440.00	11,856.00
Indirect administrative and general	15,243.71	14,073.68
Fire Department supplies and Maintenance	1,226.35	882.67
Apportioned on basis of allocated payroll		
Workman's compensation and employer's liability insurance (Note 4)	577.28	575.21
Provision for pensions (Note 4)	38,147.67	38,421.41
Indirect administrative and general expenses		
Department of Aviation	2,582.49	2,616.81
Other	15,243.71	14,073.68
Total allocated expenses	<u>267,639.58</u>	<u>237,767.92</u>
Net loss before charge for depreciation and interest on outstanding airport bonds (Note 2)	<u>( 381,829.69)</u>	<u>( 336,120.53)</u>

NOTES TO FINANCIAL STATEMENTS

Notes:

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| <p>(1) This allocation is consistent with that set up for Chicago-O'Hare International Airport.</p> <p>(2) Records are not available at this time to show the cost of buildings, improvements and equipment at the airport; hence, no depreciation or interest on outstanding airport bonds has been included in expenses on this statement and purchases of new equipment have been expensed.</p> | <p>(3) No information has been received from the Corporation Counsel's office concerning Law Department payroll and other expenses applicable to this airport for the years 1961 and 1960.</p> <p>(4) Since no pro rata of payroll and expenses of the Corporation Counsel's office has been included <b>above</b>, the allocations of expenses for pensions and workmen's compensation insurance are understated by the amount applicable to such Law Department payroll.</p> |
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# DEPARTMENT OF AVIATION CITY OF CHICAGO

WILLIAM E. DOWNES, Jr., Commissioner

J. P. DUNNE  
1st Deputy Commissioner

FRANCIS E. CALLAHAN  
Deputy Commissioner

Frank C. Sain . . . . .Administrative Engineer  
John A. Casey . . . . .General Manager of Operations  
Herbert H. Howell . . . . .Chief of Planning  
John F. O'Connor . . . . .Chief of Finance  
James Platt . . . . .Chief of Contracts  
Ray C. Brownell . . . . .Civil Engineer  
Kenneth W. Course . . . . .Administrative Assistant  
A. R. Tomaso . . . . .Public Relations  
Michael Berry, Manager . . . . .Chicago Midway Airport  
Ralph Heinze, Manager . . . . .Chicago-O'Hare International Airport  
William J. O'Brien . . . . .Merrill C. Meigs Field







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